



District 4 Pedestrian Advisory Committee (PAC) Meeting
April 5, 2017, 10:00 a.m. to 12:00 p.m.
Meeting Summary

PAC members in attendance:

Carol Levine, Alameda County resident
David Simons, Santa Clara County resident
Leah Greenblat, West Contra Costa Technical Advisory Committee
Ryan Dodge, Solano Transportation Authority
Steven Grover, Alameda County resident

PAC members who participated via teleconference:

Bjorn Gripenburg, Sonoma County resident
Lauren Ledbetter, Santa Clara Valley Transportation Authority

Non-members who participated in the meeting:

Sean Charles, WMH Corporation

Caltrans staff in attendance:

Sergio Ruiz, Pedestrian and Bicycle Branch Coordinator
Dustin Foster, HQ Smart Mobility and Active Transportation Branch
Roland Au-Yeung, Office of Traffic Safety
Ina Gerhard, Office of Transit and Community Planning
Aprile Smith, Community Planning Branch
Greg Currey, Pedestrian and Bicycle Branch
Dianne Yee, Pedestrian and Bicycle Branch
Cuong Trinh, Pedestrian and Bicycle Branch

The following PAC members were not present:

Patrick Golier, San Francisco Municipal Transportation Authority
Matthew Bomberg, Alameda County Transportation Commission
Marty Martinez, Safe Routes to School National Partnership
Mariana Parreiras, San Francisco Bay Area Rapid Transit District

Agenda Item #1: Welcome and introductions

A quorum was present.

Agenda Item #2: Agenda review

Agenda Item #3: Public comment

No public comments.

Agenda Item #4: Review and approval of January 17, 2017 Joint PAC + BAC Roundabouts meeting summary

Approved.

Agenda Item #5: Review and approval of January 25, 2017 Joint PAC + BAC meeting summary

Approved.

Agenda Item #6: Review and discussion of draft 2017 PAC Work Plan

New work plan item to be added: Recruitment of PAC members. Share the roster and application to existing members, and keep the application open.

Suggestions on the work plan projects matrix:

- Add a column for Dates, or use a calendar format
- Add a column for Priority
- Add a column for Goals or Next Steps, with tracking numbers, to distinguish from Status (history)
- Add a column for Initiation, where the project came from
- Once a project is built, move it to a “Completed” list
 - Include Evaluation, using standard measures of effectiveness
 - Before & after studies – How to measure/count ped/bike use on projects?

Agenda Item #7: Status of pedestrian improvement projects in the State Highway Operation and Improvement Program (SHOPP)

Roland Au-Yeung, D4 Office of Traffic Safety, provided an overview and status update on pedestrian safety improvement projects in the SHOPP.

- Pedestrian Crosswalk Enhancements Project, State Route 82 and 84 in San Mateo County is currently under construction.
- Pedestrian Crosswalk Enhancements Project, State Route 29 in Solano County - construction will begin soon.
- Most of the 015 Program funds for proactive safety improvements is programmed for pedestrian improvements.
- Pedestrian hybrid beacons are new for District 4.
- Sergio Ruiz to obtain updated Project Initiation Document (PID) list to share with PAC.
- Dustin Foster (Caltrans HQ) reviews 2018 PIDs for Complete Streets elements and guidelines for 2010 SHOPP.

Agenda Item #8: Caltrans Pedestrian Safety Monitoring (Pilot) Program – Status of District 4 investigations, by

Roland provided an update on the Pedestrian Safety Monitoring Program for District 4.

- There are 33 HCCLs in District 4. The goal is to reduce to the number of HCCLs.
- Traffic Investigation Report with list of recommendations for each of the 33 locations.
- Funding comes from the 010 Program, amended to current SHOPP (2016), so it does not need to wait for a future SHOPP cycle.
- Regarding the High Collision Concentration Locations (HCCLs) methodology, there is an issue if the safety data do not exist. People can make safety complaints through the Maintenance Service Request form online: <https://msr.dot.ca.gov>.

- SWITRS reports do not always check the box for State Highways, so the data might be in the system but does not always get routed to Caltrans.
- The pedestrian exposure model developed by SafeTREC is being used.

Agenda Item #9: Updates on joint PAC + BAC subcommittees:

- Mode separation of multi-use paths
 - Subcommittee members:
 - Steven Grover, PAC, Subcommittee Chair
 - Matt Bomberg, PAC + BAC
 - Bjorn Gripenburg, PAC
 - Carol Levine, PAC
 - Robert Tidmore, BAC
 - Mike Sallaberry, BAC
 - Previous meeting: February 16, 2017
 - Update from Steven in March: “We are currently writing up our notes from the meeting and pulling together various mode separation standards and guidelines for clarification.”
 - Purpose and need of subcommittee:
 - The pedestrian perspective gets lost on path design.
 - SGA staff is working to identify discrepancies in guidelines.
 - Recommendations:
 1. Develop better definitions. Current definitions are confusing. ie. “Shared”, “sharrow”. Bicycle overcrossings (BOC) and bicycle undercrossings (BUCs) vs. pedestrian overcrossings (POCs) and pedestrian undercrossings (PUCs).
 2. DIB 82 – adequate for pedestrian-oriented guidelines or HDM Chapter 1000 includes pedestrian provisions.
 3. HDM – 5 ft unpaved separation for pedestrians and bicyclists, but has no good guidelines.
 - Mixing areas – contains better guidance for pedestrians/motorists but not for pedestrians/bikes.
 - HDM 208.6 – circular reference to DIB 89
- Roundabouts
 - Subcommittee members:
 - Adam Foster, BAC, Subcommittee Chair
 - Patrick Band, BAC
 - David Simons, PAC
 - Leah Greenblat, PAC
 - Sergio Ruiz, Caltrans staff
 - Last update from Adam in February 2017. A meeting has not been scheduled.
 - Caltrans updates – March 3rd Workshop:
 - The workshop was a dry run for a workshop that Headquarters/FHWA would like to do with Caltrans traffic engineers. Many slides were borrowed from the existing presentation on ped/bike safety at roundabouts. They showed the Netherlands and MassDOT examples, and I pointed out the issue of bicyclists continuing in the through movement having to make a sharp turn and then not having sufficient refuge area in which to wait for a gap in the traffic.
 - The FHWA presenter asked about DWS at bike ramps, and mentioned that FHWA guidance says to include them, but Caltrans guidance says not to. We

discussed this issue at length and ended with no definitive answer, but with the group generally against their use here.

- Some of the pedestrian treatments mentioned include raised crosswalks and PHBs, as well as pedestrian-scale lighting.
- Updates from Caltrans:
 - The 2014 CA State Highway System (SHS) Roundabout Inventory Report is available on the Caltrans System Planning website:
http://dot.ca.gov/hq/tpp/offices/omsp/system_planning/Final_2014_CA_SHS_Roundabout_Inventory_Report_07082014.pdf
 - The Draft 2016 CA SHS Roundabout Inventory Report, is currently in the review and comments phase. These Roundabout Reports are only for roundabouts on the SHS, not on the local road system.
 - However, our Caltrans Division of Traffic Operations is in the process of developing an inventory for *all* roundabouts, on and off the SHS.

Agenda Item #10: Update on joint PAC + BAC recommendations for pedestrians and bicyclists at intersections and interchanges

No update from HQ. The HQ Smart Mobility and Active Transportation Branch meets regularly with HQ Design and Traffic and can help relay PAC+BAC recommendations.

Agenda Item #11: Update on California State Bicycle & Pedestrian Plan

Sergio gave a brief update on the Plan. The Plan is still in draft form and will be finalized in May 2017.

Agenda Item #12: Topics for next PAC meeting

- Potential topics discussed on Agenda Item #6, 2017 PAC Work Plan
- Joint PAC-BAC meeting - June 28, 2017, 1:30 to 3:30 p.m.
- PAC meeting - September 27, 2017, 10 a.m. to 12 p.m.

Agenda Item #13: Announcements and information sharing

- Sergio provided information on the Community Pedestrian and Bicycle Safety Training Program (CPBST) from UC Berkeley SafeTREC and California Walks:
<https://safetrec.berkeley.edu/programs/cpbst>